

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4850

號六十月四年一十三緒光

FRIDAY, MAY 19, 1905.

五拜禮 號九十月五英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

6 " 4 " "

3 " 3 " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND " 10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COUNT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.
H. Schubart, Esq.
E. Shellim, Esq.
Hon. R. Shewan.
N. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hongkong
Tientsin
Calcutta
Tientsin

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONT-GESellschaft.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1905. [52]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,947,200
RESERVE FUND.....GOLD \$ 3,947,200

HEAD OFFICE:

NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHIEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum Fixed Deposits for 3 months.
1 1/2 " " " 12 " "

1 " " " 6 " "

1 " " " 3 " "

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£275,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24]

ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN H. W. Kemrick, R.N.R.	May 20th, Noon	See Special Advertisement.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)	PALMA G. W. Cockman, R.N.R.	About 27th May	Freight only.
---	--------------------------------	-------------------	---------------

For Further Particulars, apply to

Hongkong, 19th May, 1905.

L. S. LEWIS, Acting Superintendent. [2]

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES

"THE DOVER"

No. 8.....\$50.00 No. 9.....\$65.00

WROUGHT STEEL

ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

2 3 4 5 6 7 8 10 12 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS.....from \$4.00

TOILET CANS.....2.50

BLOCK TIN TEA & COFFEE POTS.....1.00 each

MILK SAUCEPANS.....\$2.25 & 3.00

"GEM" ICE CREAM FREEZERS

2 4 6 8 QUART

\$5.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline corrective.
It mixes well with Wines and Spirits without in any way destroying the
flavour.

Telephone

No 75.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 28th April, 1905. [17]

E. C. WILKS & Co.,

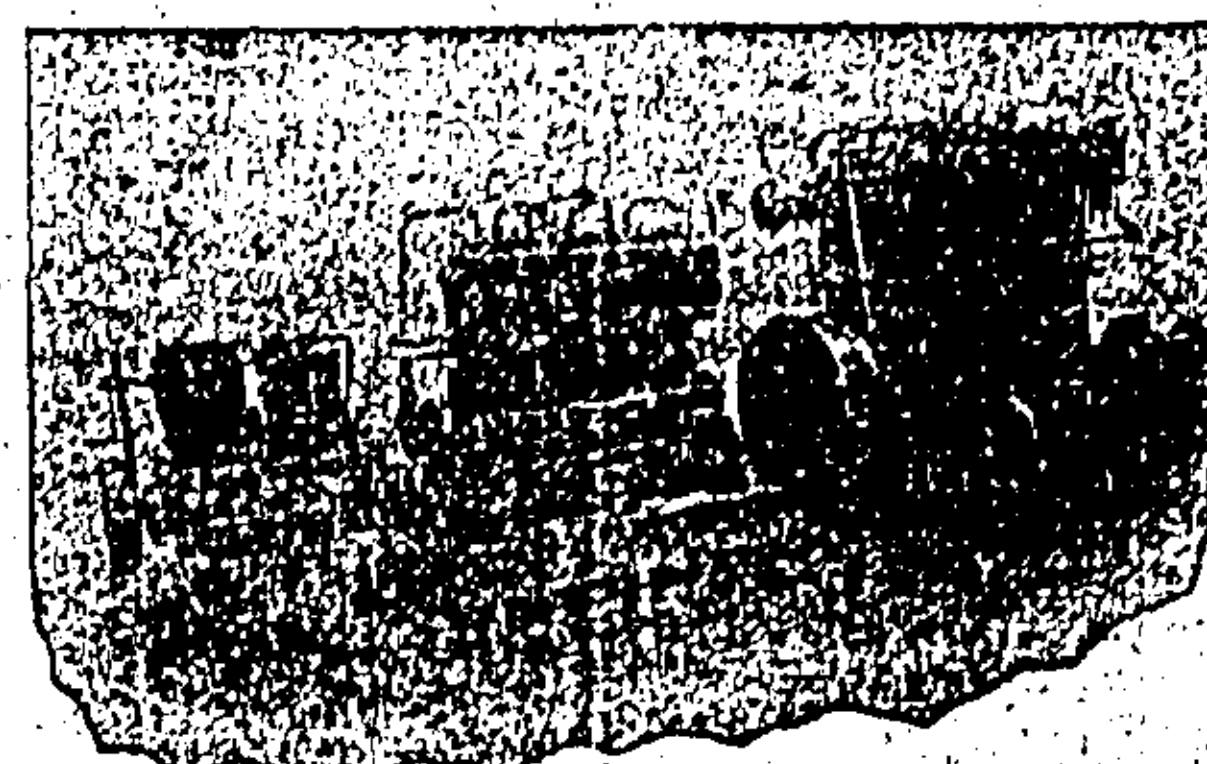
CONSULTING MARINE & ELECTRICAL
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability,
Durability,
Workmanship,
Lightness.
Estimates cheerfully given.



OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SONS, ENGINEERS, BEDFORD.

H. W. JOAN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 228.

15, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [201]

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is.
Bovril represents a perfectly scientific com-
bination of the stimulative and flavouring
features of meat-extract with the nutritive
properties of beef. Bovril is readily taken and
easily digested and assimilated by even the most
feeble constitution.



57]



PURE AND CHEAP

California Riesling - - \$6.50 per Dozen Quarts

Do. Do. - - 3.75 " " Pints

Do. Hock - - 6.50 " " Quarts

Do. Do. - - 3.75 " " Pints

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1.

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [39]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Wm. FARMER, Proprietor. [57]

HOTEL CRAIGIEBURN,

FLUNKER'S GAP, the PRINCE, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOW LOON. J. W. OSBORNE,
Proprietor and Manager. [29]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maderu, Kure, Shimonsaki, Moji, Wakamatsu,
Karatse, Nagasaki, Kuchinotsu, Saeko, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous MITSUI, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Onoura, Onsu, Sasabara, Teibakuro, Yashimoto, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Entimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dook, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

C. W. MEAD, C. E., President and Shanghai Manager.	N. M. HOLMES, C. E., Vice-President and Hongkong Manager.	A. F. CARRICK, C. E. General Manager, Manila.
--	---	---

**ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.**

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.	A Speciality made of Reinforced Concrete and Concrete Piles.	Examinations Surveys Reports and Estimates.	On all Railway or Proposed Construction Works.
---	---	--	---

Hongkong, 2nd February, 1905. [208]

**"MINIMAX"
HAND
FIRE EXTINGUISHER**



F. BLACKHEAD & CO.,
LOCAL AGENTS.
The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Gas, Kerosene Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drives in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting.
Destroys all snakes.
Can be used by anyone, even lady or child.

"MINIMAX"

Always ready for immediate use.
Requires only one hand to hold.
Weighs only 18 lbs. when full.
Maximum of simplicity and safety.

Minimum of Price, Weight and Size.
HONGKONG, 10th May, 1905.

LEFT EYE RIGHT EYE

A high-contrast, black and white close-up of a person's eyes looking through the viewfinder of a camera. The image is framed by the camera's viewfinder elements, with the words "EYES" and "RIGHT" visible on the left and right sides respectively. The person's face is partially visible, showing the bridge of the nose and the right side of the face. The lighting is dramatic, with deep shadows and bright highlights.

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG.
(One Minute's Walk from the Post Office)

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Detective Sign-
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road
Hongkong, 24th March, 1904. [40]

CAFE WEISMANN. THE Public are invited to pay a visit to our new **Dentistry.** THE AMERICAN SYSTEM

TIFFIN ROOMS.
The only place of its kind in Hongkong.

REAL GERMAN PASS BEER ON DRAUGHT.

Entrance—
NO. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46

A FOOK & Co.,
12, Pottinger Street, Central.
GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Cattle, Hides and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905. 62
TSANG FOO & CO.,
 COAL MERCHANTS AND STEVEDORES,
 ELECTRIC FANS
 TO ORDER IN
 EVERY ROOM.

48, DES Vieux ROAD.
SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
EUROPEAN MANAGEMENT.
ELGIN ROAD, KOWLOON.

64 | Hongkong, 1st October, 1904. | 61 | Hongkong, 19th May, 1904.

Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
LACE
AND
MUSLIN
CURTAINS.

DAINTY
UPHOLSTERING
AND
ART FABRICS.

LAMP
SHADES!!!
CANDLE
SHADES!!!

ELECTRIC-
LIGHT
SHADES!!!
DAINTY
AND
ELEGANT.

Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.

A Selection of
DAINTY GLASS
FLOWER
VASES.
&c., &c., &c.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 8th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 20th May, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

SUNDY
VALUABLE HOUSEHOLD
FURNITURE,
Comprising:—

PUSH-COVERED DRAWING ROOM
SUITE, MOROCCO-COVERED DINING
ROOM SUITE, CANTON CARVED BLACK-
WOOD WARE, DOUBLE BRASS BED-
STEADS with WIRE MATTRESSES, CAR-
PETS, TEAKWOOD SIDEBOARD with
REVELED GLASS, GLASS and CROCK-
ERY WARE, TEAKWOOD DRESSING
TABLES with BEVELED GLASS, MAR-
BLE-TOP WASHSTANDS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th May, 1905. [559]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
ON

WEDNESDAY AND THURSDAY,

the 24th and 25th May, 1905, at 10 A.M., each

day, at H. M. NAVAL YARD,

SUNDY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED STORES.

Comprising:—

FIXED OVERHANGING SHEERS, com-
plete with CHAINS and BLOCKS and capable
of lifting 20 tons—Test load 30 tons, ELEC-
TRIC CABLE, MACHINE VENTILATING,
BRASS, COPPER, IRON, MANGANESE,
BRONZE, PAPER-STUFF, CANVAS, FUR-
NITURE, BLANKETS, PROVISIONS,
IMPLEMENTS, &c.

Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 17th May, 1905. [567]

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95 OF 1905.

TO BE SOLD BY PUBLIC AUCTION

By Order of the Supreme Court of Hong-

kong.

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong,

on

THURSDAY,

the 25th day of May, 1905, at 3 o'clock P.M., at

V. & S. HUGHES & HOUGH'S SALES ROOMS,
Des Vaux Road Central.

All that right of EQUITY OF REDEMPTION

in and in all those portions of Marine

Lot No. 225, which are registered in the Land

Office as Subsections Nos. 3, 4, 5 and 6 of

Section D of Marine Lot No. 225, and which

said pieces or parcels of Ground contain by

admeasurement in the whole 5,742 square feet

and are more particularly delineated on the

Plan thereof annexed to an Indenture of As-

signment dated the 31st December, 1888, and

registered in the Land Office by Memorial

No. 16,688, with the dwelling houses known as

Nos. 3, 5, 7 and 9, Tung-Lai Lane,

and Nos. 10, 12, 14, and 16, New Market

Street, Victoria, aforesaid and are held from the

Crown for the Residue of a term of Nine

hundred and Ninety-nine years granted by a

Crown Lease dated the 17th day of December,

1888. Annual payment of Crown Rent

\$100.31.

For further particulars and conditions of

sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Plaintiffs in the above

action who have the conduct of the

said Sale,

or to

Messrs. EWENS & HARTSON,

Solicitors for the Defendant LI TSUNG

YAK, otherwise known as LI PO

LUN, the Defendant in the said

Action,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Dated the 13th day of May, 1905. [561]

Notice of Firm.

NOTICE.

THE Interest and Responsibility of Mr.

HART BUCK in our Firm CEASED on

the 1st May, 1905.

JOHN D. HUMPHREYS & SON,

Hongkong, 17th May, 1905. [569]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CANE ROAD, begs most

respectfully to APPEAL to the Residents or

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 29th April, 1905.

THE IMPROVEMENT OF
CHINA'S HIGHWAYS.

Everyone knows that the old highways of China, both on land and by water, are numerous, important, and neglected. In the rivers there are often rapids, like those in the Upper Yangtze, altogether beyond Chinese skill to remedy. In many other cases Oriental apathy contents itself with the aphorism that "water should be allowed to take its course," and seldom interferes. In the Yellow River, however, there is a periodical pretence of protection for the people, not because this stream is a highway, but because its inundations threaten the land tax from scores of counties. If its vagaries were radically cured by scientific engineering, hundreds of Chinese officials would annually be the poorer by scores of thousands of taels. The Grand Canal is by far the most important of China's artificial waterways, extending from Hangchow, the southern capital of Kurlia Khan, to Cambalu, his northern one or rather a city in Western Shantung, where entrance is made to a small but important river debouching into the "Sea River" at Peking. The excavation of this channel, while a most audacious undertaking for these "middle ages" when nothing of the kind existed in Europe, was a comparatively simple matter to a monarch who had the idea once formed and the labour to accomplish it. Its purpose was to provide an inland through route for the delivery of the tribute grain from Central China to Peking, at a time when sea voyages were difficult and uncertain. Advantage was taken of naturally lacustrine districts, the resultant commercial benefit to several provinces being immediate and permanent. Increasing use of steam navigation long ago abolished the usefulness of this great line for its original purposes, but it was only three years ago that the last traces of this strange amalgam of rice transport combined with unlimited licensed smuggling, was definitely suspended. As a result many lucrative posts have been abolished, and a considerable stretch of the Canal (between the Yellow and the Wei Rivers) has fallen into complete disrepair and became useless. There are natural difficulties to be overcome from vagaries of the Yellow River, the gradual silting up of the Canal, and the occasional transit of mountain streams across its course, with which Chinese engineering does not know how to deal. With indomitable Chinese patience, the crews of whole fleets of craft simply await the slow accumulation of water to float them in a "lock" a mile long between the gates, or else take a devious course through broad lakes where winds and waves may make travel difficult or impossible. For the remedy of all this waste there are three requisites—enterprise, moderately honest officials, and funds. All three are lacking, and now that it is no longer a question of tax transport, the Government takes no further interest in the matter. It is not otherwise with those land routes in distant parts of the Empire, some of which have been recently described in detail in these columns. Long trains of pack-animals, coolies, and travellers thread these difficult, toilsome, and not infrequently dangerous, trails. But let a landslide or an exceptional freshet supervene, and the poor wayfarer will probably have to wrestle with fate unaided. Whose business is it where he goes, or when, or how? Some important mountain passes like that leading from Central Chihli to the capital of Shansi, or the one from Peking to Kaigian, are indeed sometimes improved, the former largely (or perhaps altogether) by private benevolence, a too infrequent instance of practical public spirit. It is the great so-called "Imperial roads" (yii lu), such as that from Peking to Central China through Paoinglu, or that from Peking to Nanking through Chihli, Shantung, and Anhui, that show the most utter neglect. Broad roads once lined with great trees have been worn down much below the surface of the adjacent land which thus drains into them, making them for months together shallow canals but impassable alike for boat or cart. During this period travel is suspended as in a polar night. When it timidly and with difficulty recommences, it is forced to make detours into scarcely less impossible country by-roads. After some months the wind and the sun—the only road contractors in China—have done what they can, the carts once more grind the dried mud into clouds of friable dust with which the air is filled, and business again looks up and content reigns. It is only the meddlesome foreigner who wants to know why "the Governor" does not order "the District Magistrates" to mend these roads. But what if he should, "call spirits from the vasty deep," would they come? Alas! no, the D. M. would wait six months, and then report that he could find no precedent for such action; that to elevate the road would take thousands of men hundreds of days, and would require tens of thousands of taels of silver. Where too is the earth to come from? Where is the road to drain to, since it is already a natural gutter? The people of his district are poor and ignorant. But they are also stupid and obstinate. They are already heavily weighted down by "foreign indemnity" (artificially expanded threefold by local manipulation); to compel them to wrestle with an interprovincial highway, would surely cause trouble. It is an "Imperial highway," and nothing to them. Its condition is just as bad in the district on the north, and much worse in that to the south. The progressive Governor may reply to the arguments, but he cannot create enterprise, honest subordinates, much less funds, and so the matter drops where it began. And there, for aught that we can see, it must lie indefinitely. For the inevitable railway tends, we fear, to postpone highway amendment into the remote future.—*N. C. D. News.*

Consignees.

NOTICE.

S.S. "HEATHBANK" FROM CARDIFF.

CONSIGNEES and/or Owners of the Coal cargo per above Steamer are hereby notified that the cargo is being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at the risk and expense of the Consignees and/or Owners of the cargo.

Consignees and/or Owners of the said cargo are also hereby notified that, before delivery can be obtained, an Average Bond must be signed and a deposit paid on the value of the cargo for contributions to General Average.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th May, 1905. [573]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th May, 1905. [18]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Britannia*.

From Australia, ex S.S. *Moldavia*.

From Calcutta, ex S.S. *Syria*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 18th May, 1905. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th May, 1905. [2]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,

ex s.s. *Polynesien*, and from Havre,

ex s.s. *Dardogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-PAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 23rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th May, 1905. [7]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th May, 1905. [570]

FROM ROTTERDAM, ANTWERP,

PENANG AND SINGAPORE.

THE Steamship

"HELENE MENZEL,"

Captain Auer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hankow Office.

Hongkong, 17th May, 1905. [571]

FROM HAMBURG, BREMEN, PENANG

AND SINGAPORE.

THE H. A. L. Steamship

"BRISGAVIA,"

Captain C. A. Russ, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

Intimations.

A. S. WATSON & CO.,
LIMITED.ESTABLISHED A.D.
1841.WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE

MATURE,

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

BAHADUR
CIGARS.

THE

PREMIER CIGAR

OF

INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 7th March, 1905.

DEATH.
Suddenly, at 7.30 p.m. May 7th, at his residence, 158 Yamamoto-dori, 3-chome, Kobu, JOSEPH MICHAEL XAVIER, aged 39 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 19, 1905.

A RIVAL TO FARNHAM,
BOYD & CO.

According to statements which appear in the northern newspapers, the Kiangnan Arsenal and Engineering works are in future to be conducted as entirely separate enterprises. It seems that the Chinese Government intend to continue running the Arsenal under its present management, but the dock and engineering department will become a "purely commercial undertaking." On the face of it, that seems to be a step in the right direction, but the sinister information is added that this "purely commercial undertaking" is practically in the hands of two Viceroy, Yuan Shih-kai and Chou Fu, although it is only claimed that they are "interested" in the business. Where two officials of the standing of Viceroy are concerned, however, the very fact that they are in the least degree connected with a so-called commercial undertaking, is sufficient to arouse suspicions as to its independent character. It is one of the accepted principles of public life, that those who represent and govern the people should retire from any business which their position might be apt to influence to the detriment of the public welfare. The principle is so well understood in England, that only a few years ago Lord Hardwicke, on becoming a Minister, of the Crown, was compelled to sever his partnership in a Stock Exchange firm, in order that he might discharge his duties to the country with an unbiased mind and free hands. Viceroy Yuan Shih-kai and Chou Fu may be most exemplary officials in their way, but if they succeed in favouring the instincts of personal interests in favour of the public weal, it will be a unique example of will power. The new undertaking will, we are further told, be entrusted with Government work—and here is the trail of the serpent. One of its first tasks will be the gradual reconstruction of most of the vessels of the Peiyang squadron; and it is another quaint fact that the Admiral of that fleet is also director-general of the new works. In other words, the Chinese Government have no use for private enterprise as we understand it. The Government determine to call a certain engineering yard a "commercial undertaking," but it takes good care to see that two Viceroy are "interested" in it, and that the commander-in-chief of the squadron, which will provide the greatest amount of work for the business, is also director-general of the undertaking. Such a condition of things could not exist for a single moment, when it had once come to the public knowledge, in Great Britain or the more advanced manufacturing countries of Europe. Viceroy are more than public men; they are rulers, with dignities, powers and rights almost equal to those conferred on sovereigns. Their slightest wish is a command, and their sycophants look up to them as the Egyptians looked up to the sun-god Ra. It cannot be said, then, that their interest is likely to be impersonal, or that they would be willing to encourage rival industries and foster outside competition. Yet private enterprise is the life-blood of a country. It is the pivot around which may be discerned the causes leading to a widening of the revolutions in the direction of the new spheres of labour and industry. A monopolistic country, where the Government not only supports the monopoly but actually takes a share in working it, is not going forward. We say nothing about the abuses likely to spring from such a state of affairs; they are obvious to all. The writer of the paragraph giving this information brings in a curious addendum to his remarks. After saying that two Europeans, one of whom is superintendent of the International and Cosmopolitan Docks, while the other is the senior boiler-maker in Farnham, Boyd & Co.'s employment, the paragraph continues—"It is evident that the breaking-down of the monopoly hitherto held by Messrs. Farnham, Boyd & Co. is widely welcomed." Not another word in explanation of the reason why it should be welcomed, but merely the general statement. It is here that we join issue. The writer, it must be clear to all, laboriously goes out of his way to refer to what he terms the "monopoly" of Farnham, Boyd & Co., and to express the opinion that the breaking-down of that monopoly will be welcomed. When that remark is read in conjunction with the present state of the stock exchange in the North, after the action taken by a very large body of shareholders in the amalgamated companies, the object of the writer is not very far to seek. The "bear" element must have prevailed upon the scribe when he came to pronouncing judgment as to the beneficial results which will follow from the new undertaking—beneficial because it will, for one thing, assist in breaking-down the monopoly enjoyed by Farnham, Boyd

& Co.; beneficial, because that single result will be "widely welcomed." Notwithstanding the hopes of the writer of the paragraph, the engineering works run by an Admiral, with two Viceroy, as patrons, is scarcely on the same plane as Farnham, Boyd & Co.'s enterprise, and the interests of the northern port may be trusted to uphold what is really a "private enterprise." We have repeatedly been told in the public prints that the business of Farnham, Boyd & Co. is the largest, and promises to become the most flourishing of its kind in the Far East, affording at the same time a safe investment for capital. The suggestion in these circumstances, that the so-called private enterprise, which is bound hand and foot to officialdom, will seriously affect the bona-fide business of Farnham, Boyd & Co. is just a trifle too far-fetched. But it is the straw which shows how a side-wind is blowing in Shanghai. The Kiangnan works are furnished with a most complete and modern plant, it is stated, and a large staff of skilled operatives is immediately available. That is very satisfactory, no doubt, but it is all aimed at the defeat of private enterprise. In the Mackay Treaty, of 1902, special reference was made to this question of private enterprise. Under Article IX the Chinese Government specifically undertook to "re-cast her present mining rules in such a way as, while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, shall offer no impediment to the attraction of foreign capital, or place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations." That undertaking applied only to mining rights, it is true; but it is a principle of enormous value and potency, and it might well be applied to all manner of private enterprises in China.

With reference to a paragraph which appeared in yesterday's issue, entitled "Mysterious Ship in Hongkong," it appears that a good deal of misconception has occurred respecting the tenor of the article. It was explained that rumours had arisen as to the objects and intentions of the *Macquarie*—the vessel concerned—and with the purpose of laughing these rumours to scorn we submitted some heavy badinage on the subject. To-day, we had a visit from Mr. Howard Hinton of Messrs. W. & A. McArthur, Ltd., Sydney, who explained that the description given of the *Macquarie* in no way fitted that vessel, while the rumours which were alleged to have arisen were totally without foundation. Of course, we were well aware of that, and never for a moment dreamt that the rumours would have been taken seriously. We certainly had no intention of being far less suggesting, that there was anything suspicious about the vessel, knowing that it was in the hands of one of the most reputable firms in Hongkong. As for the idea that she was ever under surveillance that is, of course, the height of absurdity. It was only to still idle tongues and throw cold water on fatuous rumours that we inserted the paragraph, and we can only regret that it has caused annoyance to those in charge of the *Macquarie*.

LOCAL AND GENERAL.

The French mail of the 18th April was delivered in London on the 17th inst.

Too is said to be in hiding. Purch guesses that Rozhdstevsky will shortly get that hiding.

Two more cases of plague have occurred, making the total for the year, up to date, seventy-two.

The Band of the 2nd Royal West Kent Regiment will play on the New Parade Ground on Monday next, 22nd instant, from 5 to 6.30 p.m.

A TAILOR'S advertisement reads: "The tweeds which we are selling at 1s. 3d. per yard will only last this week." This scarcely seems a recommendation, except to exquisites who never wear the same suit twice.—*Globe*.

The members of the Hongkong Volunteer Association will shoot at the King's Park Range (200 yards) Kowloon from 2 to 6 p.m. to-morrow. There will be a pool competition, and those members who have not already shot for the Governor's Cup this month can do so.

At the Nikolaieff Yard the torpedo-boats *Zadorny*, *Zvonky*, and *Zarty*, each of 300 tons, are being completed by order of the Minister of Marine. Two new 6,000-ton cruisers are also being hurried forward, as well as engines for the battleships *Johann Zlatoust* and *Saint Eustache*.

A St. Petersburg press despatch states:—A naval court-martial has been ordered in reference to the naval fight on July 11 last between the Russian First Pacific Squadron and the Japanese Fleet in order that all the facts may be fully ascertained. Admiral Dikoff has been nominated President of the Court, which will also comprise Admirals Filibrandt, Dornbassoff, Ristoff, and Nikovoff. Colonel Kramarsky will be the prosecuting counsel, and Lieutenant Schyl will be secretary to the Court.

This afternoon Cheng Tong Kuo, contractor, prosecuted Tsang Ngau, on the charge of embezzlement of the sum of \$1,000, alleged to have been collected from the Hongkong and Whampoa Dock Company, on a bill due to the complainant, on the 14th ult. Mr. C. E. H. Beavis appeared for the prosecution, and Mr. P. Harding for the defence. After evidence has been led the case was remanded.

RUSSIA has had no naval base of her own all the long way out from the Baltic to the Far East. She could not have made the journey at all if international law had been rigorously enforced, and the value of our naval bases all over the world must be considerably lessened if an efficient substitute may be found for them in an increased compliance on the part of neutrals.—*Daily Telegraph*.

IN Paris official circles the project of the grand naval fleet, which includes the reception of the English Fleet and a return visit of the French Fleet to British waters, is exciting the keenest interest. So far as the visit of the French Fleet is concerned it is, says the *Referee*, now known that the combined Mediterranean and Northern Fleets of France will, after the manoeuvres, pay a visit to Spithead and the Solent.

G. DOW, second officer of the s.s. *Zoroaster*, prosecuted Li Wan before Mr. F. A. Hazell, this morning for being on board the steamer without the consent of the master. He was found in the engineer's storage rooms, and witness locked him in and sent for the police, when the man was arrested. Defendant said there was nothing to steal on board so he wanted to buy something. His Worship fined him \$25 with the alternative of six weeks' imprisonment.

We have received an artistically arranged brochure from Messrs. Dodwell & Co., proclaiming the merits of the Underwood typewriter, together with a couple of booklets explaining the peculiar advantages which the machine possesses over other machines. In these days when practically every office has its typewriter, prospective buyers of these handy, time-saving, and useful machines might do well to inspect the Underwood, for which Messrs. Dodwell & Co. are the local agents.

"Eh, but its verra likely ah was," said Charles Edwin to Mr. F. A. Hazell at the Magistracy this morning, when asked if he was disorderly in the public street yesterday. "Ah was verra drunk." Asked if he assaulted Constable Lwesay, he said he could not say any more, "but if he says ah did maybe he's right." He did not remember taking the constable's whistle, but "somebody gave him one in the eye—perhaps it was the whistle at the other end, but ah think Ah'd plead guilty, just to save any trouble, ye know." Fined \$1 for being on the first charge, and \$3 for being on the second charge.

By kind permission of Sir W. G. B. Western, C.B., and Officers of the Band of the 2nd Royal West Kent Regiment (Loyal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 20th inst.:

March—"The Duet of Danes".....Caryl
Overture—"Schubert" (on his Song).....Suppe
Selection from—"Merrie England".....German
Valse—"Sourire D'Avril".....Depret
Grand Triumphant March—"Entry of the Gladiators".....Fuchs
Dance (Pleasant Solo)—"Pas des Painsures".....Fuchs
Selection from—"The Pirates of Penzance".....Sullivan
God save the King.

SOME useful information regarding the current plagues and kindred evils will probably be heard presently from Dr. J. M. Atkinson, who has been appointed Civil Medical Officer in Hongkong for some time, and is now coming home on leave, says the *Pail Mall Gazette*. As president of the Local Sanitary Board Dr. Atkinson was closely associated with the arrest of the terrible plague in Hongkong long ago, and his skill and energy were of such obvious value that he was specially thanked by the Imperial Government. His reward ended there for the moment. The soldier and others who serve the Crown are deservedly honoured for their special efforts, but often our official medical experts, although they may save thousands of lives by a few strenuous and timely efforts, get nothing beyond "I thank you."

THE CHINESE EXCLUSION BILL.

On the 12th inst., at 1.30 p.m., the local (Shanghai) Cantonese assembled at their guild where they heard speeches made by Mr. Ling (who was an employee in the U.S. Customs) and Mr. Tang (who had trouble to land at San Francisco when he went to the St. Louis Exhibition) regarding the actual conditions of the Chinese in the United States and what sort of treatment they are receiving.

They decided to wire to the leading American papers the following five items:

1. To boycott all the American goods imported into China.
 2. All the Chinese translators and others now under the employment of the Americans should resign.
 3. To stop the discharge of all cargoes coming by American bottoms.
 4. The Cantonese will wire to Sir Chengtung Liang Cheng not to agree to sign the agreement regarding the Exclusion Bill.
 5. Firm joint action shall be maintained until the aim is attained.
- There were more speakers in a similar strain. Joint telegrams were sent to the Waiwupa, the Board of Commercial Affairs, Minister Liang, Cantonese guilds of other ports, etc. The *Universal Gazette*.

THE MERCANTILE BANK OF INDIA, LD.

ANNUAL MEETING.

Proceedings at the annual general meeting, held at Winchester House, Old Broad Street, E.C., on the 18th day of April, 1905, Sir Alexander Wilson (the chairman), presiding.

The Chairman: Gentlemen, I will ask the secretary to read the notice convening the meeting, and also the auditors' report.

The Secretary (Mr. W. S. Robillard) read same.

The Chairman: Gentlemen, you have had the report and balance sheet in your hands for some time, and I presume we may take them as read. (Hear, hear.) In proposing their adoption I will follow my usual custom of referring very briefly to some of the principal items in the accounts. On the debit side there is little to be said, except that I might call your attention to the fact that the deposits and acceptances against outward shipments show a very substantial increase on the figures of the previous year. (Hear, hear.) On the other side you will notice that the items of cash, bullion, and Government and other guaranteed stocks aggregate nearly £1,100,000, and behind this there is the perfectly liquid asset of close upon £1,800,000, comprised of bills receivable, Loans receivable, and advances also show an amount larger than that of last year.

The whole balance sheet shows that the resources of the Bank are somewhat more fully employed than they were a year ago. The small item of freehold banking premises shows a decrease of about £100,000, which is owing to the sale of our Bombay premises. Some time ago we found it expedient to move to other premises in Bombay more in the centre of business, and these we hold on lease at an annual rental. Twelve years ago we took over the premises account of the Chartered Mercantile Bank at the figure they then stood at, being satisfied that taken as a whole they were certainly over value. This individual item, however, shows on realisation a deficiency of about £1,800, which has been met out of the year's profit, although the result is to accentuate the under-valuation of the premises which still remain.

To bring to the Profit and Loss Account, the gross profit for the year is £120,627 10s. 8d. after providing for bad and doubtful debts. The net profit is £64,775 2s. 6d., and including the £14,551 18s. 6d. brought forward from 1st December, 1903, the amount to be dealt with is £79,327 1s. The interim dividend at the rate of 5 per cent. per annum paid in October on both classes of shares and the similar dividend now proposed will amount for £28,125, and I may remind you that these dividends are now being paid free of Income Tax. (Hear, hear.) We have added £30,000 to reserve fund and have set aside £2,000 towards an officers' pension fund. These appropriations will leave £15,102 1s. to be carried forward. As I have said before, when I have had the pleasure of meeting you, we attach great importance to the building up of our reserve fund, and we are glad that the profits of the year permit of our putting the above increased amount to that fund. We trust that the Shareholders will also approve of our reserving the small amount I have mentioned towards the formation of a pension fund. (Hear, hear.) There are many ways in which the existence of such a fund is of a direct benefit to the Bank as well as to the staff, and we propose from time to time, as the position and profits of the Bank may permit, to make similar moderate grants to this fund. I will now formally move "That the report of the Directors with audited statement of accounts and balance sheet to the 31st December, 1904, presented to this meeting, be and the same are hereby received, approved, and adopted, and that a dividend on the 'A' and 'B' shares of the Bank at the rate of 5 per cent. per annum, free of Income Tax, for the six months ended 31st December, 1904, as recommended in the report, be and the same is hereby confirmed." (Applause.)

Mr. R. W. Chamney: I beg to second the resolution.

No questions being asked, the resolution was put to the meeting and carried unanimously.

Mr. Nelson: If that is the end of the agenda, I should like, with the permission of the Chairman, to propose a resolution which I am sure you will accept as heartily and cordially as I make it. We have to congratulate ourselves and the Board upon a very substantial improvement in the position of this Bank during the last year. The growth since the reconstruction—a word which I should be very glad to see dropped and forgotten at no distant date—has been steady throughout. We have had no setbacks, and although the progress has perhaps not been so rapid as we could have wished, it certainly has been steady, and now it is becoming each year more substantial, which is to the credit of the Board and to the benefit and the very great satisfaction of the Shareholders. I am sure, (Hear, hear.) I am particularly gratified to see the paragraph in the report in regard to establishing a fund for the benefit of the officers of the Bank. It is an indication, to my mind, that the Directors appreciate, as indeed I am sure they do, the vast importance of binding to them the executive of the Bank, so that the Board and the staff in London and all over India where the Bank has branches should work like a band together and have amongst them an esprit de corps and a pleasure in the work they are doing. To my mind, that is absolutely necessary to bring about the success of any bank working with the kind of people that it is necessary to have about you in conducting a business of this kind in the Far East, and indeed in the near East. I am not going to detain you with any further remarks upon the resolution which I have to propose to you. I beg to propose "That the thanks of this meeting be given to the Chairman, the Board of Directors and the Executive of the Bank for their services during the past year, and in doing so we are acknowledging with gratification the results which have been achieved. It is my special pleasure to put those all together, because the working of the whole of the Directors and of the Executive must be, as I said before, as a hand, or we shall not get the success that is indicated by the results we have had placed before us to-day. I have pleasure in proposing that resolution, and perhaps somebody will kindly second it." (Applause.)

Mr. C. E. Metcalf: With the greatest pleasure I second the resolution.

The resolution was unanimously adopted.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RUSSIAN SECREAT AGENT

AT SHANGHAI.

CABLE COMMUNICATION ENDANGERED.

[From Our Own Correspondent.]

Shanghai, 18th May,
6.30 p.m.

A strong rumour has gained currency here that a European, stated to be an agent of the Russian Government, and who is well-known in Shanghai, left at the end of last week on board a chartered steamer, with the object of trying to grapple and cut the cables communicating with Japan and Europe.

It is also reported that one hundred thousand taels has been offered if the enterprise proves successful.

GYMKHANA CLUB.

SECOND MEETING.

The programme of events, to be held at the second meeting of the Gymkhana Club on 17th June, is as under:—

- 1st Event.—Three-quarter mile flat race for a Hongkong subscription griffin of any season.
- 2nd Event.—Tent-pegging competition.
- 3rd Event.—Gymkhana Challenge Cup.
- 4th Event.—Ladies' Nomination. "Dispatch Race."
- 5th Event.—Hurdle Race Challenge Cup.
- 6th Event.—One and a quarter mile handicap.

ARMED ROBBERY.

This afternoon Inspector Collett placed four of the toughest looking specimens of the Chinese bar-bard before Mr. F. A. Hazell at the Magistracy, charged with committing an armed robbery at No. 20 Water Street, West Point, on the 4th inst., and therefore stealing certain property of the aggregate value of \$55.

Mrs. Paulina Barros, in whose house the robbery took place, said her husband was a clerk in the Rope Works. On the above date, at about ten o'clock in the morning, two men went to her house, the third defendant being one of them. They told witness they were sent by Government to repair the skylight of her house. They took measurements with a footrule. They then told witness to gather up her property and remove her furniture, and then left, saying they would return to see that she had done so. The following morning at half past six o'clock four men went to the house. These were the first, third and fourth defendants. Witness was then above with her daughter and a god-son. The second defendant remained outside. Her god-son went out of the room and the four men followed him.

To the Court: The first thing these men did was to tell witness they were going to open a skylight in the kitchen.

The men went into the kitchen and made witness's god-son, who is aged 14 years, help to remove a bookshelf, near the first place, while witness looked on. Then the first defendant caught hold of witness, and her god-son immediately pulled off the hands of her assailant. The other three men were in the room and saw it all. One man, pressed her mouth, but he is not in the dock. The fourth defendant held the axe (produced) and threatened her with it. The man, who is not in Court, caught hold of witness by her hands and forcibly removed a gold-mounted rattan bangle which she was wearing at the time. She had not recovered anything since. She was let go as soon as the men had secured the things. Her daughter was in the room. She was ten years of age. The men rubbed pepper in her eyes, but nothing was stolen from her. The fourth defendant tried to take off her bangle, but it was too tight. The daughter was in the kitchen then, but witness could see all that went on. After the attempt to take the bangle her god-son went downstairs to the first floor, and called out, and then the men ran away, but the first man remained, holding witness by the neck, until the others got outside, then he ran. The first defendant was stopped by a man on the first floor when running down the stairs. Witness never lost sight of the first defendant from the time he first commenced to run, to the time he was handed over to Inspector Frith. Inspector Frith held the man till the police came and arrested him. He saw the second defendant for the first time on that occasion.

The case is proceeding.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changha*) 21st inst.
Indian (*Lotsing*) 22nd inst.
American (*Manchuria*) 23rd inst.
Canadian (*Empress of China*) 23rd inst.
German (*Zieten*) 24th inst.
German (*Wilhelm*) 25th inst.

The Java-China-Japan Line s.s. *Typhoon* left Kuchino 10th Amoy and Swatow for this port on 10th inst., and may be expected here on 29th inst.

The H. A. L. s.s. *Amoy* from Hamburg, Rotterdam and Antwerp left Singapore for this port on 10th inst., p.m., and may be expected here on 25th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki 17th inst., and left again at 3 p.m. same day, for Shanghai where she is due to arrive at 1 a.m. on 20th inst.

TELEGRAMS.

(Renter's.)

More Assassinations in Russia.
LONDON, 17th May.—M. Sokolovsky, the Governor of Ufa, has been shot in the Public Gardens of Ufa and his life is despaired of. The assassins escaped.

Spain and Great Britain.
The King of Spain has been appointed a general in the British army, on the occasion of his birthday.

Russian Reforms.
An Imperial edict removes the restrictions from Poles and Lithuanians concerning the acquisition of property, in nine of the western provinces; restores elections to the Polish nobility, and permits the instruction of the Polish language in the schools.

The Fourth Baltic Squadron.
Later.
The fourth Baltic squadron has been ordered to be in readiness to sail on the 14th June.

[From home papers, received by the mail yesterday, we learn that, according to information from the naval construction yard at Cronstadt, Libau, and Revel, the work of preparing the fourth Baltic squadron is proceeding briskly, and it is hoped that the squadron will be ready to take its departure before long. The most powerful vessels of the new squadron are the battleship *Slava*, which is of the *Suvoroff* type, of 13,700 tons burden; and the *Novik*, of the *Orel* type. The squadron will also include a number of mining cruisers of a new type. After the departure of the squadron small detachments of new war vessels will take their departure for the Far East as they are finished.—Ed. H.K.T.]

Admiral Rozhdestvensky on Neutrality.
From information received in Saigon, Admiral Rozhdestvensky displays an unmitigated contempt for an international crisis in connection with the neutrality question and declares that he will act as he thinks fit, independently of all other considerations.

(Y. C. D. News.)
Fighting on the Japanese Right.
Tokyo, 13th May.

It is officially announced that two regiments of Russian infantry, five squadrons of cavalry, and a battery of artillery, in Shancheng, under cover of a furious fire, attacked Yungking on the morning of the 11th inst., and were completely repulsed about four in the afternoon, leaving sixty wounded on the field. The total Russian casualties were over four hundred. One Japanese private was killed and fifty injured. The situation otherwise is unchanged.

It is added unofficially that the Japanese captured thirty rifles.
A gale was blowing, and the retiring Russians set fire to the grass and brushwood on the hills to cover their retreat.
It is alleged that this was a reconnaissance in force, in view of Japanese activity in the Tungshu district.

FRENCH INDO-CHINA.

The *Matin* says M. Thomson, Minister of Marine, had an interview with Admiral Fourmies on 16th ult. in regard to the conclusions of M. Delomelle's report on the defence of Indochina. The Minister told the Admiral that the Government was disposed to agree with these conclusions, so far as Indo-China was concerned. We understand that Admiral Fourmies is of opinion that the defence of the coasts of Cochinchina and Tong-King should be insured by about ten submarine boats, not costing more than 15,000,000 francs.

THE PACIFIC MAIL S.S. CO.

THE NEW AGENT.

Mr. Ghoshal Silverstone, who was recently promoted from the assistant secretaryship of the Occidental and Oriental Steamship Company to be agent for the Harriman lines at Hongkong, was the guest of honour, before leaving San Francisco, at a banquet given by the local Chinese merchants.
Mr. Silverstone has been with the Occidental and Oriental Company for thirty years, and in the letter inviting him to the feast spread in his honour reference was made to the consistent courtesy with which Silverstone had always treated the company's Asiatic patrons. The banquet was given at the Hung Fa Lau restaurant, 713 Dupont street. R. P. Schwerin, D. D. Stubbs, Alexander Center and A. G. D. Keirrell, the most prominent of the Harriman steamship officials in San Francisco, were also guests.

A POSTAL CURIOSITY.

A postal, and possibly a historical, curiosity is a cover with its contents that was returned to us on 10th ult. The cover was one of our usual ones, and was wrapped round a copy of the *London and China Express* of Jan. 8, 1904, addressed and posted in the usual manner to a subscriber at Dainy, to whom, apparently, it was never delivered. The paper and cover are intact, and have evidently been lying in Port Arthur, throughout the siege. The cover is marked "Non réclamé," and bears the Japanese post-mark for Port Arthur, and the date 38.2.14, meaning February 14, 1905 (thirty-eight year of Meiji). It bears also the Shanghai post-mark of a date not to be deciphered, and "I. Post," besides an intimation in Chinese ideographs that there are "no cents to pay." Finally it bears the usual Post-office notification that it is "Undelivered for reason stated. To be returned to sender at the address shown on cover." Who was responsible for the no cents to pay we know not, but it was not claimed from us.—L. C. Express.

WAR RISKS IN HONGKONG.

HOW THE JUNKS OFF ST. JOHN'S CAPE AFFECT BUSINESS.

The telegram which we published yesterday from our special representative, with reference to a fleet of junks, presumably laden with provisions, off Cape St. John's, had a marked influence on the rice market, and aroused a great deal of speculation among merchants generally. With the object of learning how the marine insurance companies were affected by the news, a representative of the *Hongkong Telegraph* interviewed the secretary of one of the leading companies in Hongkong on the subject yesterday.

In reply to the query: "How does the insurance of war risks stand?" the reply was that there had been practically no change, or at least no decisive change, since the question was last dealt with in these columns.
FLUCTUATING QUOTATIONS.
"The insurance of war risks is nearly at a standstill. In London the quotations fluctuate from day to day. Every particle of news affects the quotations. For instance when it was reported that a couple of vessels laden with rice had been captured by the Russians, the rate in London jumped from 2 per cent. to 17 and 20 per cent. A week later when the nervous feeling had worn off the rate was quoted at 5 per cent."

INSURANCE IN HONGKONG.
"Is any business being done in Hongkong in insuring against war risks?"
"Carriers of rice and cotton for Japan are still being insured against war risks, but the quotation has risen from 2 per cent. to 5 or 7 per cent. But that is merely a quotation. A shipper will go the round of the insurance offices and get the different quotations. If one office offers to insure the cargo and vessel at, say, 6 per cent, the shipper will say, 'Oh, but I have been offered 5 per cent. by so-and-so,' and if there is a young man in charge of the office, with little experience of the way things are done here, he may say—'Well, I'll let you have 5 per cent,' in the hope of getting the business. But he will not get it after all, perhaps. The fact is that you cannot say the war risk is a certain price. It is, at present, anything between 5 and 6 and 7 per cent. in Hongkong."

A VESSEL DETAINED.
"Have any vessels been detained in Hongkong as the result of the difficulty of getting their cargoes covered by war risk insurance?"
"One vessel was kept back a couple of days because there was some question about getting the vessel covered in hull. The matter was settled, however, by having the insurance left elsewhere, I believe, and the vessel has left Hongkong with a cargo of rice and cotton for Japan."

IN SINGAPORE.
"Have you any information as to what Singapore is doing in this line?"
"They're quoting 5 per cent.—for mail steamers."

IN AMERICA.
The insurance representative went on to state that American marine insurance offices had lately been showing signs of nervousness. "They were panicky for a while, and now every rumour and report have their effect on the offices. It's the desperate uncertainty of how matters stand that upsets the equilibrium of the best-balanced insurance man. In London, as I have said, fluctuates from day to day; America is fairly quiet in the East here in the centre of the conflict the position is exceedingly difficult."

THE "TELEGRAPH'S" TELEGRAM.
"For myself," the insurance man remarked, "I may say that the news conveyed in your special telegram yesterday was of supreme importance. With 150 junks, laden with provisions, waiting in wait for the Russian fleet the situation becomes more acute, and must give us pause for thought."

QUOTING BY THE DAY.
"We are not touching anything from the south. We will give you a quotation from Hongkong, just for the day perhaps, to Japan, but otherwise we are not anxious to tuck war risk business."

Asked whether there was any mutual understanding between the various marine insurance offices in Hongkong on the question of war risks generally, our informant stated that even in ordinary times there was no such understanding. Each office transacted its business in the manner which it thought best.
The result of the interview, therefore, seems to be that Hongkong insurance offices are prepared to give a quotation, for the limited present, for cargoes to Japan, but the approach of the Russian fleet will quickly put an end to that business. London underwriters are excited and American offices are panicky.

MISTRESS AND HOUSEBOY.

A rather interesting case was heard in the Summary Court today. His Honour Mr. Sorcombe Smith on the bench. Miss Edith Drew, an American, residing at 16 Hollywood Road, brought an action against Cheung Sing, who was formerly plaintiff's houseboy, for the sum of \$12.15. Last week the houseboy sued his mistress for \$12 wages, and judgment was given in his favour, but execution was stayed pending the hearing of a cross-action brought by the mistress against the houseboy. The mistress now claimed \$12.15 which she alleged was made up in the following sums: One ice bucket, \$9.50; one tin of sugar, \$1.25; and one small tin of Lipton's tea, 90 cents. In her evidence, Miss Drew alleged that the houseboy had cracked the ice-bucket, and that the sugar and tea had mysteriously disappeared while they were under the defendant's charge. The houseboy, however, denied that he had cracked the ice-bucket—it was cracked, he said, before he went into plaintiff's service. As for the sugar and tea anybody could get at them because the keys were always lying about. The plaintiff had no evidence in corroboration, and His Honour remarked that judgment would have to be given for the houseboy with costs. As there were no costs, however, the Court informed the plaintiff that she would simply have to pay the boy his wages.

SHIPPING JITSAM.

The steamer *Prophet* has changed hands, the purchaser being Mr. S. Sawayama, of Nagasaki.

The British steamer *Midlander*, which stranded off Vulture Island, near Shimoda, on the 4th instant, was refloated in a damaged condition on the 7th and arrived at Moji in the evening.

The N.Y.K. authorities state that the *Nitta Maru*, which left Hakodate on the 4th for Oahu, and was alleged to have been attacked by the Russian destroyers, safely arrived at her destination on the 6th.

The silk ex P. M. S. *Empress of India* which left Hongkong on the 19th April and Yokohama on the 23rd April, arrived in New York on the 16th May, thus making a transit of 18 days from Yokohama and 27 days from Hongkong.

The Norwegian steamer *Standard*, under charter to the Osaka Shosen Kaisha, has been sold to the Japanese steamship company, and is to be transferred in a few days. The vessel is of 1,400 tons, and was built in 1903.

News has reached Moji that the Osaka Shosen Kaisha steamer *Chikuma Maru* (757 tons) on the Sakai line got aground on the coast of Moji Province (Japan Sea) during the dense fog on 7th inst. night. The engines were damaged.

The British steamer *Banca*, on her way from Bombay to Kobe with a cargo of raw cotton, was stranded on 7th inst. on Futaoi Island, near Misaki. A large hole was made on the water-line at the bow. To lighten her a portion of the cargo was thrown overboard, and the steamer was refloated, whereupon she continued her voyage to Kobe where she arrived yesterday.

A Hakodate telegram of the 6th inst. states that the Japanese sailing vessel which was burnt and sunk by the Russian torpedo boats off Hokkaido has been found to be the No. 3, *Yasuda Maru* (206 tons), belonging to Ukon Gensemon, of Osaka. It is stated that the *Yasuda Maru* had been almost entirely destroyed by fire by the time the life-boats arrived at the scene from the shore. The sea and wind were also very high, and consequently the vessel had to be left to its fate. The loss by the destruction of the hull alone is about ¥20,000. Mr. Ukon, of Osaka, the owner, yesterday received a message stating that eleven of the vessel's crew left Hokkaido for Awamori by a steamer that morning.

WORK FOR THE HONGKONG DREDGER.
The work on the new Chinese bund which has been temporarily suspended is likely to be resumed at an early date, says the *Chefoo Daily News*. There is now a proposition on foot to continue the reclamation work by filling in the space with dredged material from the harbour immediately in front of the bund. A dredger for this purpose will have to be brought from Hongkong or Manila. It is figured that dredging the necessary material for the filling will be less expensive than hauling sand from the hills at the west side of the harbour.

CHINA NAVIGATION CO.

Zimbaranga, April 29.—The *Chinglu*, of the China Navigation Company, arrived in this port on Thursday, making its first stop under the new order of things. That this arrangement of the Government is more than justified, is shown by the fact that the *Chinglu* on its initial run to this port brought on her merchants some one thousand five hundred pieces of freight, all of which will pay duties to the Moji Province. In addition to this important consideration, the freight rate on this shipment averaged 20 per cent less than it would have done from Manila. In addition to this, the original cost of the goods was considerably less, and in addition to all we have another regular mail. It is just such broad, business-like governmental policies as the above which encourage commercial men to do their utmost in building up the community.—*Cable News*.

THE SHIMONOSEKI STRAITS.

NOTICE TO MARINERS.

The Department of Communications has given official notice that, after the withdrawal of Moji No. 11-East Buoy a Lighted Buoy in its position and another Lighted Buoy in a position distant about one cable southward from Kannonzaki in Shimonoseki Straits will be moored by the War Department.
The Moji buoy is made of iron frustum of cone, in shape, painted red and white horizontal bands, and surmounted by a lattice-work supporting a lantern. The Pintch's gas light will be occulting white, having 4 and 2 seconds' duration of light and eclipse respectively. The light will be elevated to feet above the water.
The Kannonzaki buoy is made of iron, frustum of cone in shape, painted black and white, surmounted by a lattice-work supporting a lantern. The Pintch's gas light on this buoy will be occulting red, having 4 and 2 seconds' durations of light and eclipse respectively. The light will be elevated to feet above the water.

A VISIT TO THE L.C.S. "YUEN-WEI."

The L.C.S. *S. Yuenwei* has been taken up river and moored alongside the Tungshu wharf. Seen from the native city bund there is little to indicate the catastrophe which has overtaken her, remarks the *N. C. D. News* of 13th inst. Her decks appear somewhat bare, but the bright red paint on her funnel has been untouched, and the tug *Somoku*, which is made fast to her on her starboard side, hides the bareness of the awning-deck and the bridge. It is not until one is quite close to the wharf that one can see the damage done by the flames, and it requires a visit on board fully to appreciate the appalling destruction. Of the awning deck nothing remains but a skeleton of twisted iron and steel, which droops right down until it nearly touches the plates of the main deck. There is not a trace of the bridge, and with the exception of the funnel and the engine and boiler casing the only upperworks left are four very much scorched ventilators and the shell of the cabins on the portside. The steel stanchions supporting the deck have collapsed, and concentrated, letting the deck structure hang loosely from the bulkhead supports. Comings aft, one finds the donkey-engine on its axis suspended, and at any moment likely to fall from the thin girders on which it is resting.

The main deck plating is crumpled and twisted as if it were so much brown paper. Forward it has sagged down seven or eight feet, so that there are but few feet from the hatch to the bottom of the hold. The after portion of the deck has not sagged down so much, but both forward and aft many plates have sprung their rivets, leaving long narrow fissures where the plates have come apart. So far as can be seen not a vestige of woodwork has escaped destruction.

Coolies were at work yesterday carrying away what remained of the cargo of rice, beans, and grain from the after hold. It was all charred and sodden, and emitted a most unpleasant odour. The less damaged portions of the deck were strewn with scraps of iron, cinders and crockery. Needless to say there was hardly a trace of paint to be seen in the interior of the vessel, though the paint on the exterior of the hull was almost intact. The engines and boilers appear to have suffered more damage than those of the *Tahung Maru*, being scorched, or covered with rust, while the floors are covered with ashes. Curiously enough, the coal bunkers have hardly been touched by the flames and, although the fire started forward and was blown right along the ship, the funnel has not even been scorched. The flooring of the main deck promenade has entirely disappeared. The hull itself does not seem to have been buckled by the heat.

The steamer is at present in the hands of the underwriters, and it is not yet known whether she will be repaired or sold as she is.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks ... \$75 7/8
Union Insurances ... 69 5/8
China Traders ... 59 1/2
North-Chinas ... 52 1/2
Canton Insurances ... 310 1/2
Hongkong Fries ... 300 1/2
H. & W. Steamboats ... 27 1/2
Indo-China ... 125 1/2
China and Manilla ... 215 1/2
Shell Transports ... 215 1/2
China Sugars ... 31 1/2
Luxons ... 30 1/2
Raubus ... 31 1/2
Docks ... 203 1/2
Kowloon Wharfs ... 105 1/2
Farnhams ... 150 1/2
Hongkong Lands ... 125 1/2
Hongkong Hotels ... 145 1/2
Two Cottons ... 37 1/2
Fenwicks ... 33 1/2
Hongkong Electric ... 17 1/2
Hongkong Level Tramways ... 22 1/2
Hongkong Ropes ... 15 1/2
Steam Water-boats ... 17 1/2

Shanghai advices of 13th inst. state:—
Business reported:—Farnham, Boys at Tls. 161 for September. Langkats at Tls. 235 for May, at Tls. 235 for June, and at Tls. 234 for July.
Business done direct:—Farnham, Boys at Tls. 165 cash, at Tls. 178 and 160 for June, and at Tls. 163 for September. Shanghai and Hongkong Wharfs at Tls. 105 for September. Langkats at Tls. 235 for June, and at Tls. 234 for July. Astor Houses at \$314 cash. Municipal 6 per cent Deb. at Tls. 98 cash.

RAUB REPORT.

The Raub Australian Gold Mining Co's Mine Report for the four weeks ending April 21, 1905, to the chairman and directors of the Company, is as under:
"I beg to submit my monthly report on your mining and milling operations.
The Mine measurement and Arsay results of prospecting work show a total of 675 ft. for the period (4 weeks) under review made up of 24 ft. Sinking, 73 ft. Drilling, 453 ft. Cross-cutting, and 115 ft. of Surface sinking and tunnelling, as against a total of 695 ft. for the previous month."

MINE.

Bukit Koman, 440 Level, North Drive. This has been driven a further 16 ft. making a total of 69 ft. The drive has been taken to a more Easterly direction, and across the strike of the country, but no improvement has yet been met.
440' Level, South Drive. Here 11 ft. has been driven bringing the total to 38 ft. The lode continues very hard, and about 35 ins. wide, worth 1 dwt.—

340' Level North Drive. To this has been added 20 ft. making a total of 48 ft. The lode has narrowed from its former width to 31 ins. it has remained at this width for the last 25 ft.—In value, it has greatly improved averaging 7 dwt. per ton.
340' Level North Drive, No. 1, 11 in. This has been sunk 17 ft. bringing the total to 86 ft. This has been driven 9 ft. bringing the total to 104 ft. The lode, 78 ins. wide, assays 5 dwt.—

140' Level North Drive South on Branch This has been driven 9 ft. bringing the total to 104 ft. The lode, 78 ins. wide, assays 5 dwt.—

140' Level South, Extension of Main Cross-cut from the South Shaft. To this has been added 21 ft. making a total of 299 ft. The ground has become much harder.
Crosscutting for slope filling. 187 ft. of this work has been done.

STOPE.

The following have been yielding milling stone.
Above the 240' Level. 2 Stopes; Lode 118 ins. wide and worth 5 dwt.
Above the 240' Level. 4 Stopes; Lode 108 ins. wide and worth 4 dwt.
Above the 200' Level. 1 Stope; Lode 68 ins. wide and worth 3 dwt.
Above the 140' Level. 1 Stope; Lode 66 ins. wide and worth 1 1/2 dwt.
STOPE MINE.
Main Crosscut Shaft. This has been advanced 15 ft. making a total of 136 ft., with no change to note. The water has so decreased, that we shall restart cross-cutting East, at once.
Surface Prospecting on the East lode, has uncovered a lode 91 ins. wide, and averaging 3 1/2 dwt. We had to sink and tunnel through some old workings, the filling of which gave a value of 1 1/2 dwt. These results are most encouraging, the importance of which can scarcely be estimated. The cross-cut East from Stope shaft will be extended to intersect this lode, and so prove its value at that depth.
From the Main Lode South of Stope shaft, we have laid a tram line to the railway, and have sent 153 tons to the Mill. The lode is about 84 ins. wide, friable, cheaply got, and worth between 5 and 6 dwt.
On the West side, or hanging wall of the lode, there are extensive ancient workings, and it may be assumed the richest ore was not left behind. As soon as we have space we shall commence sinking here.

BUKIT MALACCA.

No. 2 Level. Stopping has been restarted here, and 51 tons sent to Bukit Koman Mill for treatment.
No. 1 Crosscut in No. 11 Hill has been extended 200 ft., making a total of 370 ft. and without change. The No. 2 Crosscut has been idle during the month.
The railway has been taken to the mine, and a branch is now being laid to the mill.
Bukit Malacca—Milling Returns.
No. 1 Mill ran 23 days; Crushing 2,121 tons.

Total tons crushed 2,176, producing 146,232 ozs. melted gold, having a fineness of 895.6.
Average yield per ton 1.34 dwt.
Bukit Koman—Milling Returns.
Stamps working: 408 days, less 38 hours for sundry repairs and clean up.
Period of working, 28 days, less 38 hours for sundry repairs and clean up.
Oro Milled, Bukit Koman ... 3347
Stope mine ... 153

Total ... 3,500
Amalgam yield—1,622 ozs., producing 561,189 ozs. melted gold, having a fineness of 923.5.
Average value of tailings—1.25 dwt. per ton.
Average yield:—3.20 dwt. per ton.

Two new Eccentric shafts have been put in the rock breakers, and two additional treadmills, making six in all are now in use, and preparations are being made to add two more. The stock of high grade old blanketing became exhausted a month ago.
The erection of the new Generator at the Power Station is well in hand.
W. H. MARTIN, General Manager.

EXCHANGE.
Selling.
London—Bank T.T. ... 11/11 1/2
Do. demand ... 11/11 1/2
Do. 4 months' sight ... 11/11 1/2
France—Bank T.T. ... 237
Germany—Bank T.T. ... 193
India T.T. ... 141
Do. demand ... 141
Shanghai—Bank T.T. ... 711
Japan—Bank T.T. ... 924
Java—Bank T.T. ... 1131

BUYING.
4 months' sight L.C. ... 11/15 1/2
6 months' sight L.C. ... 11/11 1/2
30 days' sight San Francisco & New York ... 461
4 months' sight ... 471
31 days' sight Sydney and Melbourne ... 1/11 3/16
4 months' sight France ... 241
6 months' sight ... 241
4 months' sight Germany ... 1. 74
Bar Silver ... 61
Bank of England rate ... 24 1/2
Sovereign ... 10.46

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New ... Per picul @ 1,140
" Old ... @ 1,180
" Older ... @ 1,230/1,260
" Oldest ... @ 1,340
Patna New ... Per picul @ 1,110
Patna Old ... @ 1,180
Persian (H.M.S.) ... 2,750/3,010

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, MAY 20TH, 1905.

DINNER.

HORS D'OEUVRES.

Caviare in Eggs.

SOUP.

Mock Turtle Soup.

FISH.

Boiled Fish, Sauce Italienne.

ENTREES.

Fricassee of Rabbit and Rice.

Ox Tongue a la Financiere.

Cucumber au Gratin.

CURRY.

Calcutta.

JOINTS, &c.

Roast Australian Lamb and Onion Sauce.

Roast Turkey and Sausage.

Boiled Spiced Beef and Carrots.

Cold Sheep's Head Brawn and French Bean Salad.

SWEETS.

Caramel Pudding.

Diplomatic Ice Cream and Finger Cakes.

Apple Charlotte.

Topsy Cake.

DESSERT.

Coffee. Fruits. [577]

WILT SHIRE.

As Supplied to

HARRIS & CO.

His Majesty THE KING

Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE & WILTS, England

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905. [579]

HONGKONG GYMKHANA CLUB.

THE Second Meeting of the Season will be held on SATURDAY, 17th June, at Happy Valley (weather permitting).

C. G. MACKIE, Hon. Secretary.

Hongkong, 19th May, 1905. [576]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., SATURDAY, the 20th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 19th May, 1905. [578]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS

MUSIC AND MUSICAL

INSTRUMENTS

PR. VIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS

BY ANY ENGLISH MAKER

WILL BE SUPPLIED AT LONDON PRICES.

We supply Superior value to any-

thing to be had in the Colony

in Tone, Price, and Appearance

in First-class German Makes,

tested 30 years by us.

Metzler ... \$850 formerly \$ 475

Pleyel ... 425 ... 650

Collard ... 500 ... 700

Do Grands ... 950 ... 1,400

Do ... 425 ... 650

Allison ... 430 ... 650

Raachals ... 575 ... 750

Winkelmann ... 625 ... 750

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR
Straits, Ceylon, Australia, India,
Aden, Egypt, Mediterranean
Ports, Plymouth and
London.
(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship
"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, TO-MORROW, the
20th May, at Noon, taking Passengers and
Cargo to the above Ports in connection with
the Company's S.S. *Himalaya*, 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perla*,
due in London on the 2nd July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.
Hongkong, 19th May, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, R.N., will be despatched for
MARSEILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 13th June.
S.S. *CALEDONIE* 27th June.
S.S. *OCEANIE* 11th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KORE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright.	At May 23
<i>Pleides</i>	3,753	F. G. Purinton	June 30
<i>Shamut</i>	9,660	E. V. Roberts	July 12
<i>Tremont</i>	9,660	T. W. Garlick.	Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.
1. Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND COUSING, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shamut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 9th May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

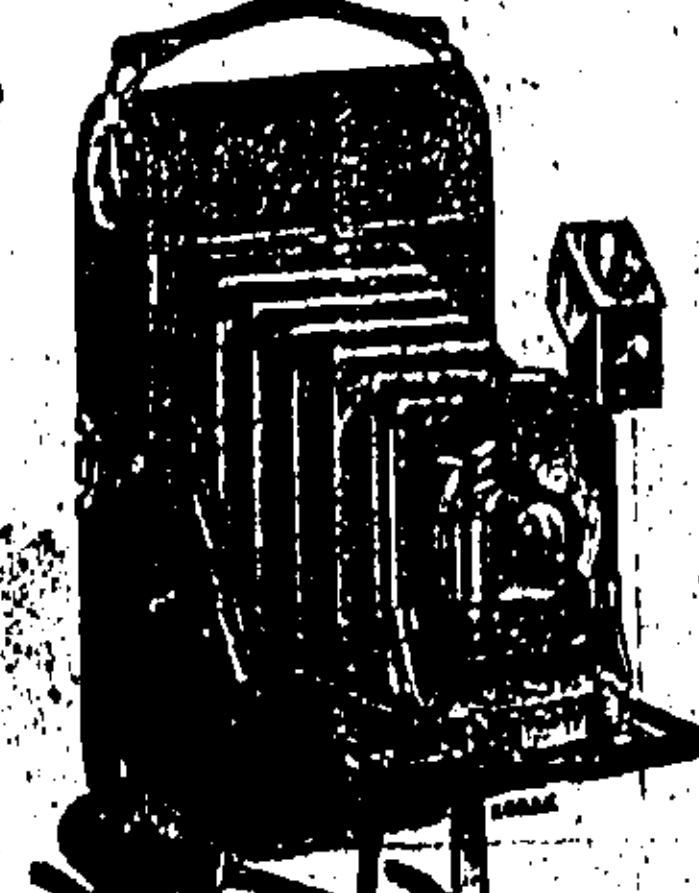
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



DEPOT.

EASTMAN'S

KODAKS, FILMS,

AND
ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

For Sale.

FOR SALE.

BEAUTIFUL ENGLISH SUCKING
PIGS, Six weeks' old, at the Piggery,
Old Kowloon City.

For Terms, apply to—
THE KOWLOON HOTEL.

Kowloon Hotel,
May 17th, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace,
Hongkong, 2nd May, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cause Road.

Apply to— H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsoi, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the Steata
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$2.46 for second half-year 1904 \$2 (London 3/6) for 1903	1 1/2 %	{ \$795 sales London 280 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$1,400,000 81,739 }	\$41,768	\$2 for 1903	5 1/2 %	\$305 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	5 1/2 %	\$305 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 200,000 1,850,000 200,000 }	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,800,000 200,000 \$17,749 \$893,111 \$846,773 700,000 \$37,794 \$1,000,000 \$218,093 \$2,241 \$1,207,505 }	\$2,078,997	\$35 for 1903	5 %	\$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$1,800,000 200,000 \$17,749 \$893,111 \$846,773 700,000 \$37,794 \$1,000,000 \$218,093 \$2,241 \$1,207,505 }	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,800,000 200,000 \$17,749 \$893,111 \$846,773 700,000 \$37,794 \$1,000,000 \$218,093 \$2,241 \$1,207,505 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,800,000 200,000 \$17,749 \$893,111 \$846,773 700,000 \$37,794 \$1,000,000 \$218,093 \$2,241 \$1,207,505 }	\$360,372	\$34 for 1903	11 1/2 %	\$300 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 \$85,430 }	\$8,832	\$1 for 1904	5 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$185,000 \$85,430 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$5,000 \$185,000 \$85,430 }	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 1,000,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$125
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 25,000 240,000 £4,116 \$4,116				